

# English Channel Tube to Connect Dover and Calais

Special Correspondence of The Star.

PARIS, August 30, 1916.  
HOSE too timid to go by tunnel will go by tube!"

Such is the talk in Paris and London.

"The tunnel will require ten years to excavate. The tube from Dover to Calais can be run up in four years, at a cost not above \$5,000,000, and it will be earning dividends six years before the tunnel is ready for business."

Nothing could show better the importance of the tunnel itself than this sudden story of the tube.

Any one who before the war had proposed a high bridge of metallic tubes across the English channel for the pneumatic conveyance of mails, parcels and persons, would have been laughed at as a visionary.

Yes, a tube in the air, across the channel. All objections are answered by a catchword: "And the Brooklyn bridge, does it blow down? Does the Brooklyn bridge impede navigation?"

That maritime Britain should not only permit but propose and welcome the cluttering up of the crowded channel by a high tube bridge will show how much the views of people have been changed by the war. The tunnel being accepted, a cheaper, quicker and something like comes naturally.

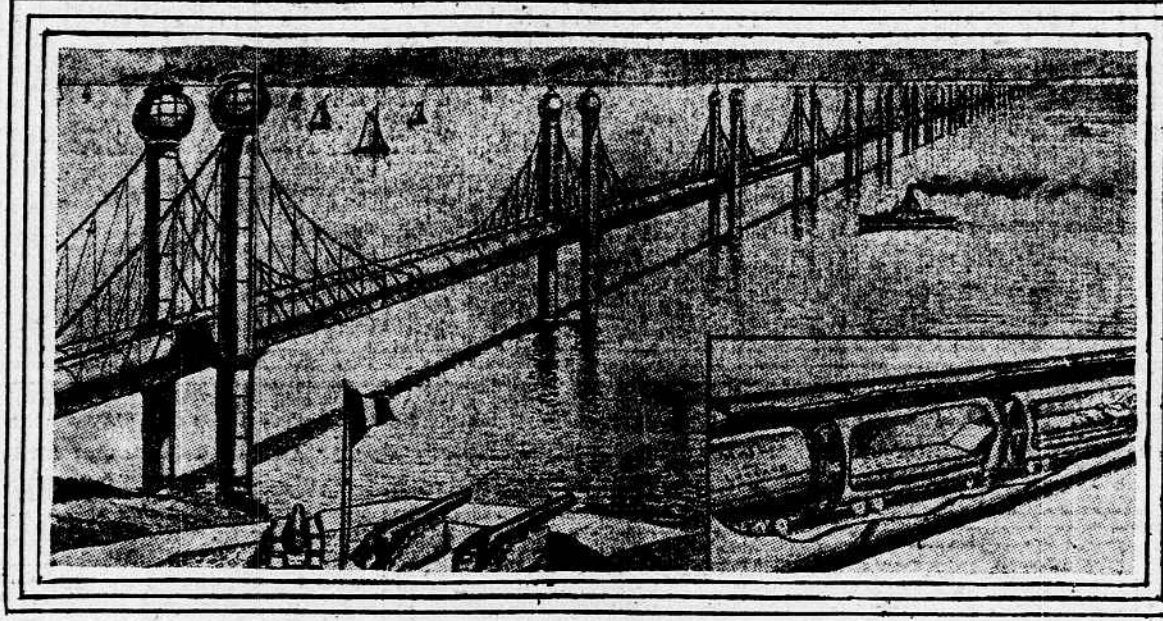
We are getting a glimpse of tomorrow.

England is to cease to be an island.

At the recent economic conference of the allies the channel tunnel was the project most enthusiastically and unanimously agreed on, although it had not been on the official program. Even the Italian representatives urged it, foreseeing its favorable influence on Italian commerce, railway traffic and the route to India.

The French, of course, have always been willing. There has been a French commission, law and governmental concession since 1875, and 2,000,000 francs of actual digging was done (at Sengatte) up to 1880, under the direction of the eminent engineer, Ludovic Freton (brother of the poet—Jules Freton) and Albert Sarrailh, chief technician of the Nord Railroad Company.

In England, only yesterday, a house of commons committee, composed of sixty liberals, sixty conservatives, fifteen nationalists and five labor members, agreed on a motion which will



THE SUSPENDED TUBE FROM CALAIS TO DOVER, ACCORDING TO THE PLAN, PASSENGERS ARE TO BE RUSHED ACROSS THE ENGLISH CHANNEL, PNEUMATICALLY, IN FIFTEEN MINUTES. INSET SHOWS THE SOFA-CARS.

probably pass the house before these things are printed:

"Resolved, That present circumstances demonstrate the great advantages which would have resulted for the United Kingdom and its allies from the existence of a tunnel under the channel. Consequently it is important that the plans be immediately completed and the construction of the tunnel be undertaken at the end of the war, as soon as the necessary labor can be secured."

So speaks the British parliament, which always killed the project previously.

What a change in England! The French desired to pierce the tunnel as early as the great Napoleon. Charles Fox favored it. "The union of France and England," said Fox, "will make for the happiness of the world."

The rest of England, to a man, opposed it. France again proposed the tunnel in the time of Napoleon III, and an English engineer, Sir John Hawkshaw, undertook to obtain a British charter, but Queen Victoria and her military advisers were hostile and the Franco-Prussian war stopped everything. Then came the French company of 1875, in

which the Rothschilds and the Nord Railroad Company were interested. In 1880, the Scotchman Railway Company of England came to an understanding with them and undertook to get a bill through parliament. The bill was actually signed by France and England. Then Lord Wolseley killed the project with a word:

"A tunnel road from France to England," said Lord Wolseley, "would put England at the mercy of a French invasion. But I would have no objection to a bridge."

So, do not deem a bridge crazy.

Lord Wolseley liked it, and a world-famous French engineer, well known in America—refer to M. Philippe Bunnau-Varilla—taking a hint from Lord Wolseley, devised his "mixed passage."

Half bridge, half tunnel. In the Bunnau-Varilla project the bridge would run some miles out into the channel from Dover to a species of artificial island

of cement and masonry, through which railroad trains would slope down into the river. So we had to find a way to get out of the canyon. It was impossible to go back as we had come, and we could not go further down the river. We had to find a way to climb the walls of the canyon. At last we succeeded, making the climb of 3,500 feet over slippery rock walls wet with the river mist, up narrow crevices and along places where even a mountain goat might have become dizzy. But after an all-day climb we reached the top, with no food, no equipment, nothing but the clothes we wore."

The party remained for a few days at Cimmaron, Col., in the mountains a few miles down the river from the

portals of the Black canyon. Stearn and Stone slept for twenty-four hours after their climb, not without walls of the Black canyon. The second attempt, according to Kolb, is to be made soon. New and stronger equipment is being obtained. The rubber mattress that may be inflated with air, to replace the life raft used in the first attempt, and Kolb expects the second trial to be successful. Officials of the United States reclamation service who know something about the Gunnison river and its canyons, however, do not believe human beings can traverse it alive, no matter how well equipped.

The river has been tapped to supply water for irrigation purposes to ranches in the Uncompahgre valley of Colorado.

In running the levels for the necessary surveys the reclamation service engineers were suspended at the ends of ropes over the sides of the canyons, one engineer being let down in this manner more than 900 feet, while another, frequently worked at the end of ropes 200 or 300 feet long, there being no other way in which they might get to the spots where the work had to be done. In one place a detour of 150 miles across the mountains had to be made to get to a certain spot to another location twelve miles away in a straight line.

The tunnel that takes the water from the Gunnison river to the Uncompahgre valley is nearly six miles long, and is driven under a mountain more than 8,000 feet high. When completed the work will furnish sufficient water to irrigate 140,000 acres.

Animals' Power of Imitation.

EXPERIMENTS in which cats and dogs learn to open doors have shown that animals and human beings differ greatly in their power to "catch the idea" of doing things. The animals

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Similar tests of other animals have proved that most of them, like dogs and cats in this respect, although some, raccoons, for instance, and monkeys especially, stand closer to human beings in their methods of learning.

Another question bearing upon an animal's power to recall and be guided by ideas is this: Can an animal learn to do something new by watching and imitating another animal? Every one knows that animals imitate one another in doing things that "come naturally" to them—that is, if one rabbit runs away, the others follow; if one chicken takes a drink, the others will. But suppose a chicken is shut up in a pen with food on the other side and can let itself out only if it pecks at a string in one corner, which is attached to a latch. Suppose, further, that another chick that has learned how to get out is put in the pen with him and by pecking the string escapes; will the chick that is watching do likewise?

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It is interesting to learn from experiments on monkeys a zoo that they, unlike dogs, cats, chickens and rats, but like human beings, do seem to be able to profit by observing one another's behavior. In a number of cases one monkey would pull out a plug or tug at a string after he had seen a companion get food in this way, but not before.

The Road to Fame.

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Several months ago the advisability of establishing pigeon lofts was urged upon the Signal Corps of the army, and information as to the valuable work of the winged messengers in the European war was furnished, which resulted in an order for the erection of the lofts.

The officers of the American Racing Pigeon Union, the largest organization of its kind in this country, were communicated with, and in conjunction with Mr. Wickes, offered the army officers young pigeons which could be established in these lofts and trained for work in Mexico. Already many birds have been sent to the border and others are on the way there, and it is stated that some of them are now under training for short flights.

A number of racing pigeon fanciers in Washington, together with others in various parts of the United States, volunteered their services to furnish the Mexican border and train the birds for the army. This service, however, was not accepted, and now the soldiers in the Signal Corps are doing this work.

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